

The Bloomfield Record.

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BLOOMFIELD, N. J. SATURDAY, OCTOBER 31, 1879.

NO. 354.

EXCURSION OF THE NEW JERSEY ASSOCIATION.

Inspection of our Water Front Improvements.

The excursion planned by Mr. William O. McDowell, President of the New Jersey Association and State Board of Trade, for the inspection of New Jersey's commercial and manufacturing advantages at this water, was very successfully carried out last Wednesday. The participants met on board the steamboat *Standy Side* at the foot of Fulton street, New York, where the guests were welcomed by the President and a Committee of the Association. The entire party numbered some three hundred, and included leading citizens identified with the welfare of New Jersey, from Jersey City, Paterson, Newark, Elizabeth and the smaller towns. Soon after the start the company was called to order in one of the saloons, when Mr. McDowell made a formal address of welcome, which was warmly applauded, and which is given below:

Fellow Citizens and Invited Guests:

In speaking the word of welcome to you to-day, we would like to express our entire sympathies between the citizens of the different sides of this grand water-shed, and from to-day on this spirit will give way to one of generous rivalry.

Nature intended that around this harbor the greatest city on earth should be built.

Take, if you please, the great cities of the old world: London, Paris, Manchester, Rome.

London the financial center of the world; Paris, the most attractive city to live in; Manchester, with its enormous manufacturing industries; and Rome, the culminating center of that era in the history of the world, succeeded in the grandeur of the vanquished, was the source of great wealth out of which she built up her greatness, sitting on her seven hills the mistress of the world.

But in the future of New York, and by New York I mean not Manhattan Island, but both sides of this harbor, we conceived not only a possibly greater city than London, a financial center of the world, a rival of Paris as a city to live in, with our Elevated Railroads, our Central Park, our Coney Island, our grand New Jersey Palisades, our beautiful valleys of the Passaic and Hackensack, and to make the picture complete back of all, overlooking all, the *Orange* and *Pennsylvania* Company on the

this New Jersey side of the harbor has

natural advantages unequaled by any other place in the broad world.

What do you find such an animated supply of fuel as is furnished by the great coal fields of Pennsylvania? or New England, New York city and Brooklyn, etc. etc.

Brooklyn the greatest of all the cities of the world, the *Metropolis* of the vanquished, the *Metropolis* of the vanquished, was the source of great wealth out of which she built up her greatness, sitting on her seven hills the mistress of the world.

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ing up and overlooking all, the *Orange*,

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meadows, but on account of the unfavor-

able tide it was omitted, and the boat

proceeded to Elizabeth, where took

place the most instructive feature of the

excursion—visiting the Singer Manufacturing Company's works.

Here was

strikingly shown, and at a glance,

the advantages of manufacturing with both

land and water facilities at the door.

Lumber for the sewing machine cases, sand-

for the iron foundry, brick and other ma-

terials for the buildings, are unloaded at

the wharf, within a few hundred feet of

where they are needed for use. By the

Central R. R. track, pig iron is brought

straight from the mines, as well as the

coal, and run into the "Singer" yard,

and unloaded, without any cartage, at

the doors of the various shops.

The sewing machines and supplies, when

ready to ship, are also loaded directly

from the works into the cars. In the

factories, where 1900 men, women and

boys are employed, the organization of

labor and mechanical production seemed

to have reached perfection. The thought

that struck us, amid so many workmen,

was How are they provided for us to

mark the limit and stake out the lines

to widen this central New York may ex-

ceed our grasp?

As the representatives of this locality,

this New Jersey side of the central har-

bor, what is our duty in order to aid

this locality to its destiny?

First to our Railroad Officials—Con-

nect your lines with the *Bergen*, *Hudson*, and

and the *Paterson*—so as to save the ex-

pend in time and money of unnecessary

transportation to New York.

Recognize from Paterson on the

north to Elizabeth on the south, and

thence to the harbor and Hudson River,

as quickly for freight rate purposes, and

give from to this locality as much dis-

couragement your New York rates as you

can save in being relieved from the ex-

pend of transportation across the Hudson

River. This will compel the ware-

house system of New York to come to

our shore, the vessel will follow the

warehouse, and you will see such an in-

crease in factories that you will not

long complain that the New York ele-

vated railroads have the larger local busi-

ness. A long-continued stay at your

home, and thus stimulate home dev-

elopment?

To our *Newspaper Men*—Fill the public

mind full of this subject; its discussion

will surely bring the results we ask; and

To our *Friends from New York* we

would say: Give us only that part of

your business which we can do for you

with greater economy than you can do

for yourselves.

In conclusion, let us see to it that, as

the result of this excursion, each and

every one of us decide, from this day on

we will do what we can to stimulate the

growth and aid the progress of this lo-

cality, knowing that he who contributes

the most to this success, aids to the

great whole.

From the start on the East River side,

the excursionists were taken around to the Jersey shore of the Hudson, where the work of observation began, at the terminus of the Pennsylvania Railroad, the party landing at the new freight warehouse, an immense structure, covering a pier nearly half a mile in extent, on either side of which ships can load directly from the cars, the tracks for which run through the entire building. The improvements here were seen to be upon a grand scale. Though not yet fully completed, the warehouse was partly stored with quantities of cotton, canned beef and other goods for export.

Re-embarking, the party proceeded up the river, viewing at short range the splendid harbor improvements of the Erie Company at Pavonia, the Del, Lack, & Western coal deliveries, at Hoboken, the Hudson River Tunnel Company's operations, Castle Point, and the Erie Oil Docks at Weehawken. No landings were made at these points of interest, but Mr. McDowell during the transit gave much valuable information regarding what had taken place, and what was in contemplation. Returning, a halt was made at the Central Railroad Company's front, when Mr. John Taylor, Johnston, being introduced, gave a sketch of what had been accomplished here, stating that within a few years past, the bay had been filled out to a distance of over a mile, over shoal water, to afford ground for their depots,erry houses, storage docks, etc. The works of the Morris & Cummings Dredging Company, which has accomplished an immense work all along the harbor, by the Greenbackers had organized, it was seen that Mr. Stockton had secured the Caldwell delegation, but had no support from the Greenback men of Moutclair. They did not know him as a resident of the place, but had heard of him as a "soft money" democrat.

The contest between the Republicans and Democrats for the County officials will be close. The Greenbackers have

made good nominations, and every vote will weigh heavily, out as they

will be for unselfish patriotism and principle.

First Dist. Assembly Nominations.

The Democratic and Greenback Assemblies were held on Wednesday evening, at the one in Montclair, the other in Bloomfield. Mr. J. P. Stockton was virtually the Democratic candidate before the Convention met, and it was seen that Mr. Stockton had secured

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